

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Stendal Airfield / Information on
concreting, general progress of con-
struction work, aircraft, quarters,
and training / Sketch of airfield

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

a two-page report on

Stendal airfield which gives information under the following headings: 2 JAN 1958

(1) Concreting, (2) General Progress of Construction Work, (3) Aircraft,
(4) Air Crew Quarters, and (5) Training.

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ENCLOSURE ATTACHED
PLEASE ROUTE

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EAST GERMANY

AIR

STENNA AIRFIELD

(First half Oct 57)

1. CONCRETING

- (a) Except for a total of about 12,000 sq. m. of surfacing, all concreting work has now been finished.

The remaining surfaces to be completed are:

- (i) The link up of the fuel dump road to the clinkered apron of the old fuel dump.
 - (ii) The western extension of the northern taxiway.
 - (iii) The link up of this extension to an existing clinker road which links the southern ruined hangars together.
- (b) The fuel dump road (1(a)(i)) has reached a point at its northern end 15 - 20 m. short of the clinker apron. It will be linked to the apron by a wedge shape concreted area, exact dimensions of which are not yet known.
- (c) The 14 m. wide extension (1(a)(ii)) at the western end of the 50 m. wide northern taxiway is at a stage of completion shown in the attached sketch.
- (d) Exact details of the lay-out of the readiness platform at the eastern end of the airfield are not yet known but are believed to be in general as shown on the unshaded area on the attached sketch.
- (e) The fall from the crest point of the main runway at Station 47 to the eastern end of the main runway is 2.45 m.

2. GENERAL PROGRESS OF CONSTRUCTIONAL WORK

- (a) Apart from levelling work and concreting, no new constructional work has been started. No work has been carried out at the ruined hangars, the fuel dump or on cable laying during the first half of October.
- (b) The airfield was visited at the beginning of October by about 5 Soviet officers not hitherto seen on the airfield, who were carrying maps and plans.
- (c) The Soviet engineer in charge is pressing the German constructional engineers to get the work completed. No firm new date has as yet been fixed since the 15 Oct had to be given up as impossible.

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- (d) A Soviet working party is expected to arrive with machines to speed up the levelling work. A disc plough for breaking and working the ground has already arrived. These Soviet machines are parked in Hangar number 2, which is to be kept for the time being as a machine and equipment store.
- (e) [] a firm from MAGDEBURG and a firm from DRESDEN 50X1-HUM are to undertake the above-ground building contracts. There is no date yet known for the arrival of workers from these firms or for actual start of building.
- (f) Workers from the V.E.M. Organisation are at present engaged in dismantling the cables which have been in use for power supply for constructional work. By 11 Oct 9 km. of cable had been dismantled leaving approximately 80 km. still to be removed. Target for completion of this work and the departure of the V.E.M. personnel from STENDAL is the end of December 57.

3. AIRCRAFT AT STENDAL

Since the beginning of Sep 57, 3 helicopters have been stationed at the airfield. These aircraft are parked about 150 m. west of the 30.5 km. stone of the STENDAL/BORSTEL road. There are protective bunkers near the parking place which date from the old German Luftwaffe period but these are not being used for the helicopters. []

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4. AIR CREW ACCOMMODATION

Two wooden barracks have been built at the parking place for air crews.

5. TRAINING

Flying training takes place each day and is normally carried out by all three helicopters. Take offs, circuits and landings form the bulk of the training.

Flying takes place normally between 0900 and 1800 hrs except that there is no flying when mist conditions obtain. Pilots take it in turns to carry out training.

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